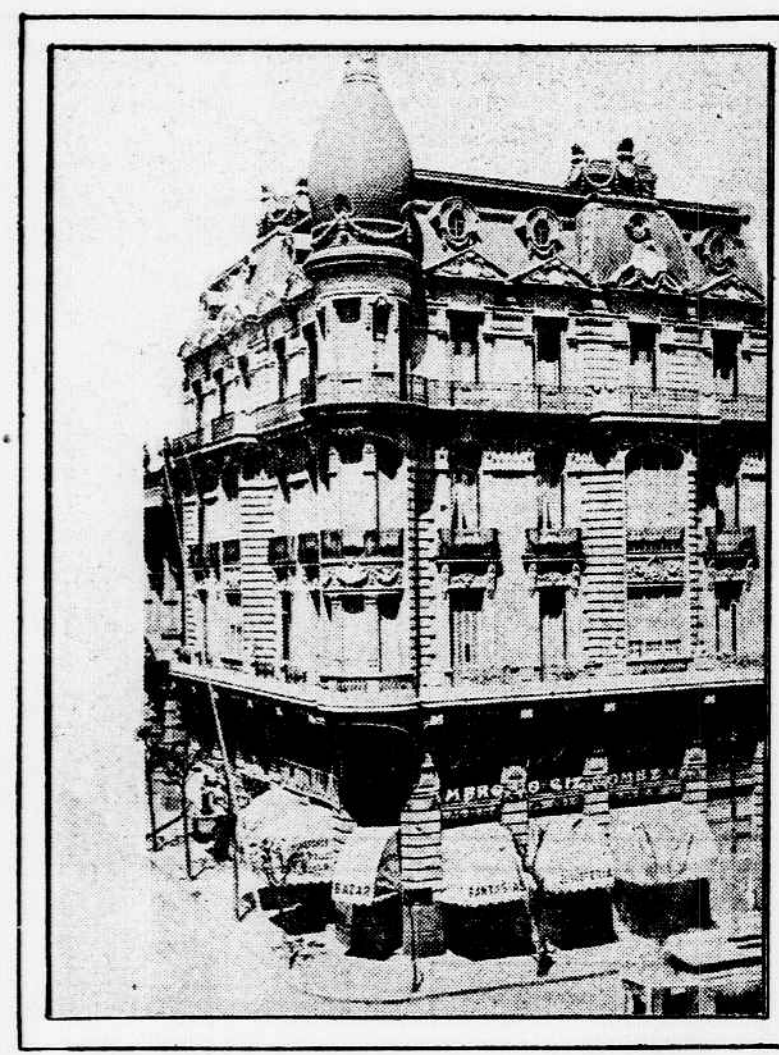


# Commenter Says War Helps Trade in South America



IN THE BUSINESS CENTER OF MONTEVIDEO.

THE war with Europe is throwing the trade of Uruguay into the lap of the United States. There is now a strong preponderance in our favor. Within the past five years more than \$50,000,000 of American money have been invested in the republic and the present situation caused by the troubles in Europe demands more and more money. French and German loans are now impossible. South American investments and everything financial and commercial is coming our way. Up until last year, when the war began, Great Britain had planted more than \$250,000,000 in Uruguay. It had built and financed most of the railways. It had great interests in cattle and meat factories, and its people still have large estates here and there over the country. The chief public utilities of Montevideo have offices in London, where they are practically owned. This is so of the Montevideo Gas Company, the water works, the street railways and the telephones and electric lights. It is also true of the most important railways.

Much of the national debt of Uruguay is held in Threadneedle street. The country has public loans amounting to \$85,000,000, which are secured by the customs receipts. These are collected daily. This debt is administered by a council of foreign bondholders in London, and the agents here are the London and River Plate Bank, a British insurance company, and some of the largest banks in the world. The debt is mounting to thirty-five or forty millions, which were arranged for by Glyn, Mills, Currie & Co., and additional loans are now needed which will probably be offered to the United States.

Uruguay credit is excellent. Its gold dollar is worth the same as the gold dollar of the United States. The government issues no paper currency whatever. The country is noted for its sound finances and its substantial wealth. Its trade steadily increases and its foreign commerce now amounts to more than \$100,000,000 per annum.

Among the big American institutions recently established in Uruguay is the Swift & Co. here at Montevideo. It has an output of 800 cattle and 1,000 sheep daily, and it is doing a business running up into the millions. It has one of the finest packing houses in the Rio de la Plata basin, and it is getting the pick of the stock offered for sale. When it is remembered that Uruguay has more than 8,000,000 head of cattle and 25,000,000 sheep, it will be seen that this business will eventually assume enormous proportions. I understand that the Swifts will probably increase their plant, and that Armour, Morris & Co. and the Sulzbergers are arranging to enter the field and construct large packing plants. The Cudahys are negotiating for similar privileges.

In immense deal of American money might be used in the railroad development of Uruguay. The government has recently made a contract with the Paraguaray syndicate to build roads from Montevideo for a distance of 200 miles to Carmen to join the Midland railway, a branch line from Montevideo from fifty to 100 miles more. In its concessions the government agrees to pay the cost of construction and a profit of 10 per cent to the builders. The payments are to be in bonds of Uruguay's foreign debt taken over at the rate quoted for them on the Paris stock exchange at the time the payments are made. These bonds yield 6 per cent interest. The Paraguaray company has also extensive lines in Brazil over which it is now sending through trains to connect with the Montevideo railroads. This has made it possible to go from Rio de Janeiro to Montevideo on comfort old cars, and the day will come when there will

Writes That Great Struggle in Europe Is Throwing the Trade of Uruguay Into the Lap of Uncle Sam—Strong Prejudice in Favor of North American Merchants, as More Than \$50,000,000 Has Already Been Sent Down for Investment During the Past Five Years. A Twenty-five-Million-Dollar Railroad Investment—The Pan-American System—A Quarter of a Billion Dollars of British Capital—American Interest in Montevideo.

be fast expresses from one capital to the other. The distance from Montevideo to Rio is almost as great as from London to Constantinople.

The actual number of miles is 1,967 and the running time just about four days. The fare is \$75 United States currency. The route goes over the Uruguay Central to the Brazilian frontier, where it connects with the roads of Rio Grande do Sul. It then goes about a thousand miles northward to San Paulo, and thence over the Central Railroad of Brazil to Rio de Janeiro. The Brazilians are extending their roads north of Rio and then to the ports and extend to Para at the mouth of the Amazon. We shall then be able to go from the mouth of the Amazon to the mouth of the Rio de la Plata by rail.

The Paraguaray company has its chief office in New York city and its rolling stock and the most of its materials for construction are being purchased in the United States. Among the articles bought are spruce and yellow pine lumber for buildings, white oak for ties, cement, telegraph poles, and bridge steel and steel rails. Something like one hundred flat cars and engines and other rolling stock have been recently shipped.

Another American company, which will probably do more business as the financial conditions improve, is the Pan-American Transcontinental Railway Company. Its project is to build a road from the city of Colonia to the Brazilian border. It is the first American railway to enter the Rio de la Plata region, and its scheme will open up a very valuable country which is now largely undeveloped. At present it is a vast pasture, consisting of rolling prairie, broken here and there by low ridges. The number of cattle, in the department, is estimated at 20,000, and the number of sheep at ten millions. Moreover, the soil is said to be rich, growing alfalfa and yielding something like forty bushels of wheat to the acre. I would say that the latter estimate seems extravagant.

This Pan-American Transcontinental Railway Company is a part of a great trunk line which was projected to connect the roads of North and South America. Its ultimate object is the completion of a rapid and direct railway communication between Valparaiso and the Pacific by way of Argentina, Uruguay and Brazil to Pernambuco on the Atlantic coast, and from there to the Pacific by way of Panama and the Isthmus of Panama, and from there down through Colombia, Ecuador, Peru, Bolivia and Chile. When the work here was originally started it has been stopped since then for lack of money. It was under the National Railway Construction Company. It had an office at Montevideo, and the engineering force and clerks were Americans. At one time it had nearly a thousand men working on the construction. The most of them were Italians.

As to the present railway systems of Uruguay, they have altogether about 1,500 miles of lines. Outside the American enterprises there are five great railway companies, each of which receives government guarantees. The most important by far is the Central Uruguay, which operates in the neighborhood of a thousand miles of track, and has net receipts of almost three millions a year. Its main line earns \$12,000 or \$14,000 a mile, and the gross receipts of the system are more than \$6,000,000. The Central handles annually more than a million tons of freight, about a million and a half head of live stock and something like seventeen hundred thousand passengers. Its capitalization is a little over \$12,000,000, not including its bonded indebtedness, and its dividends are from 7 to 10 per cent per annum.

The Midland Uruguay has a capitalization of about twelve millions in stocks and bonds. It has about 500 miles of track, and it connects with the chief ports of the Uruguay river. The Northwestern Uruguay and the Uruguay Northern and East Coast railways are still smaller.

In short, the whole country is on the edge of its railway development. Uruguay is twice as large as the state of Indiana and intensively cultivated it will support a large population. At present there is but one city of size, Montevideo, and this is practically the only port of the country. It has about 400,000 inhabitants. The next town in importance is Paysandu on the Uruguay river. It is one of the centers of the meat industry, and has 20,000 population. Salto and Mercedes are still less in size. The total population of Uruguay is not as great as that of Philadelphia.

Uruguay has been hard hit by the war. A general moratorium was established last August and it continued until the latter part of January. Specie payments are to remain suspended until the end of the war, but the Bank of the Republic is authorized to issue gold notes against any specie that may be deposited in the bank. The gold notes against any specie that may be deposited in the bank. The gold notes against any specie that may be deposited in the bank.

As to the French, they had the chief business in wines and liquors. They sold most of the fancy dry goods and millinery, and had practically the monopoly of the trade in women's apparel.

There are a number of American firms in Montevideo and some of them have been established for years. The chief companies handle various kinds of American machinery. They sell our cash registers, our best known typewriters and adding machines, and a great deal of electrical machinery. The Frigerific Montevideo, which belongs to Americans, has a capital of \$2,000,000, and it has erected fifteen buildings for its cooling, freezing and packing departments. The West India Oil Company, operating under a New Jersey charter, does a large business in the importation of kerosene and gasoline, and there are other firms that handle our motor cars, and especially certain cheap ones that are everywhere known.

The Uruguay Weekly News, in a recent issue, estimates the American interests here outside the railways as having an aggregate capital of \$20,000,000. This is comparatively little in contrast with that of some other countries.

There should be a big increase in our exports to Uruguay. This is especially so as to coal, lumber and agricultural machinery. Uruguay annually buys \$2,000,000 or \$3,000,000 worth of coal, and four-fifths of this has been coming from Cardiff in Wales. The prices for anthracite run as high as \$13 or \$14 a ton, and the import duty on all coal is based upon a valuation of \$10 a ton. There are opportunities to get coal contracts for supplying the government, the railway companies and the various factories, and also for the coal needed by the public utility companies and that used by the city.

As to motor vehicles, the government is planning a new system of public roads, and an automobile is steadily growing in favor. The laws of Montevideo, however, require that every motor car must be tried on the road by an official inspector before it is turned over to the owner, and that only such cars as have the necessary safety appliances can be licensed. All motor vehicles must be licensed, and the license fees should correspond exactly to the specifications of the order. Complaints are made that the American goods are often not up to the samples. One firm mentions having recently ordered a two-wheeled trap and receiving, instead, a four-wheeled carriage. Upon complaint being made the American exporter replied that there was no ground for trouble as the vehicle sent was of a higher price than that which was ordered. Nevertheless the Uruguay government has taken the wares.

There are good openings here for American furniture. Uruguay has fine homes, and the better houses of Montevideo are as well furnished as those of any city of similar size in the United States. Fine wall papers are in demand, hardwood floors can be sold and there is a market for the best of the household furniture in German. It is in moving, however, and just now, the supply is shut out by the war. American office furniture is sold and so are American machinery and agricultural implements and are popular and are crowding out all English goods. The same is true of wind-mills, dairy implements and washing machines. I see that most of the stores have appliances on hand and am told that store furniture can be sold. These people understand the art of window dressing, but one should know just what they want and how goods are sold. For instance, if you want to buy a necktie or a suit of underwear, you may do so in a barber shop. The shaving establishment is confined to the back, the front being a store devoted to men's furnishings and especially to dress clothes and ties.

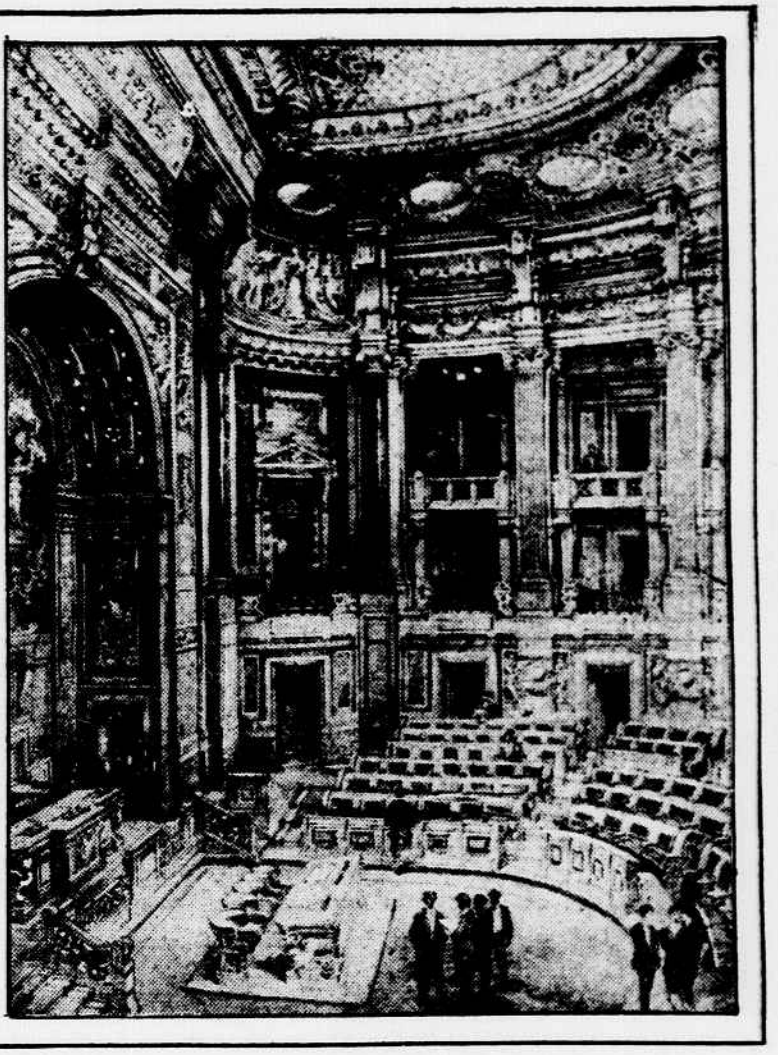
The business of our steel companies is increasing. Most of the steel work is required in large buildings, and the various public works under way are using structural steel. The new houses are all built of concrete. The whole country is being gradually fenced and there is a big demand for barbed and woven wire. The houses and shacks of the interior are roofed with galvanized iron. American machinery of all kinds is in demand.

American shoes can be sold here. The people want footwear of a high grade only, and they will pay the price. The American men's shoe is advancing in favor, and those for moccasins and children are largely sold. In Montevideo men's shoes sell for \$5 or \$7, and our fancy lines run to \$10 and upward. This is so notwithstanding that the native factories, equipped with our shoemaking machinery, make shoes which retail for much less.

A large part of our trade with Uruguay is in the hides and skins of which our leather is made. The exports of these articles amount to \$30,000,000 and upward per annum, of which fully one-third goes to the United States. We get from Uruguay skins, cowskins and kidskins, and also calfskins and horsehides. The hides are prepared largely at the saladeros or jerked beef factories, and they are shipped in great bales all over the world.

In addition the country has an extensive tanning business. There are thirty-two tanning establishments in Montevideo alone, with an output of tanned hides amounting to 100,000 skins a day. The chief tanning material is quebracho wood, which is brought down from Paraguay, where it grows in great quantities. Oak and chestnut are imported from Italy.

Uruguay is also importing tanned leather. It gets patent calf from Belgium and Germany, kidskins from France, and patent cowskins from France and the United States. We sell 20 per cent of all its patent sheepskins and goatskins and also skinned kid and various kinds of leather goods, shoes. FRANK G. CARPENTER.



INTERIOR OF NEW HALLS OF CONGRESS NOW BUILDING.

ONE OF URUGUAY'S NEW RAILWAY BRIDGES.

# Plans Great Recreation Ground in Potomac Park for People of Washington

A MAMMOTH recreation ground for grown-ups, so universal in appeal that the lover of practically every sport will find the means of indulging his favorite pastime; so central in location that the business man and the government clerk need waste no precious moments after office hours in reaching it; and so cosmopolitan in establishment that the millionaire and the common companion can find as much enjoyment as the man who works for a small wage.

Such is the gigantic plan now under way in Washington, thus giving to the capital a recreation ground equaled in no other world center, and far outshining all other similar places in this country.

Furthermore, Uncle Sam is backing the project, financially as well as in every other way.

The location for this recreation ground is that portion of Potomac Park east of the railway tracks. It is a piece of ground which on the old maps of the District was designated merely as "river." In other words, it is "made ground." Twenty-eight years ago the work of making solid land of what now constitutes a part of Potomac Park was begun by building a stone wall and then pumping out the water. Work progressed slowly, but one of the earliest accomplishments was the building of a road along the side nearest the river wall and lining it with trees. These trees are today among the most beautiful in Potomac Park.

Although Washingtonians who are unable to own automobiles, or have those that are not availed themselves of the "jitney" method of exploring Potomac park, it is probable that there are few people who have lived in the District for any length of time who are not familiar with it from afar. Summer tourists to Mount Vernon, Marshall Hall and Indian Head have ample opportunity to see it as the steamer swings out into the river. The piece of land, which is, in reality, a spit, divides the Washington channel, or north channel, from the Georgetown channel, and can be seen to the west as the boats begin their journey. Some idea of its size can be gained from the fact that its dimensions are about one and a half miles long by a half mile wide. This same strip of land was brought into a certain amount of prominence a few years ago when the Department of Agriculture secured it for an experiment station, using the soil to test seeds. The station was still in operation when the present plans were formed, and the department was requested to move across the river.

Col. William W. Harts, in Charge of Public Buildings and Grounds, Working on Idea of a Playground for Grown-ups—Golf Course, Base Ball Diamonds, Tennis Courts, Foot Ball Fields, Etc., for Washingtonians—The Proposed Stadium and the Bathing Pools. Congress to Be Asked for Appropriation at Next Session, and as Soon as Money Is Obtained the Work Will Be Started—Fields for High School Drills and Exhibitions.

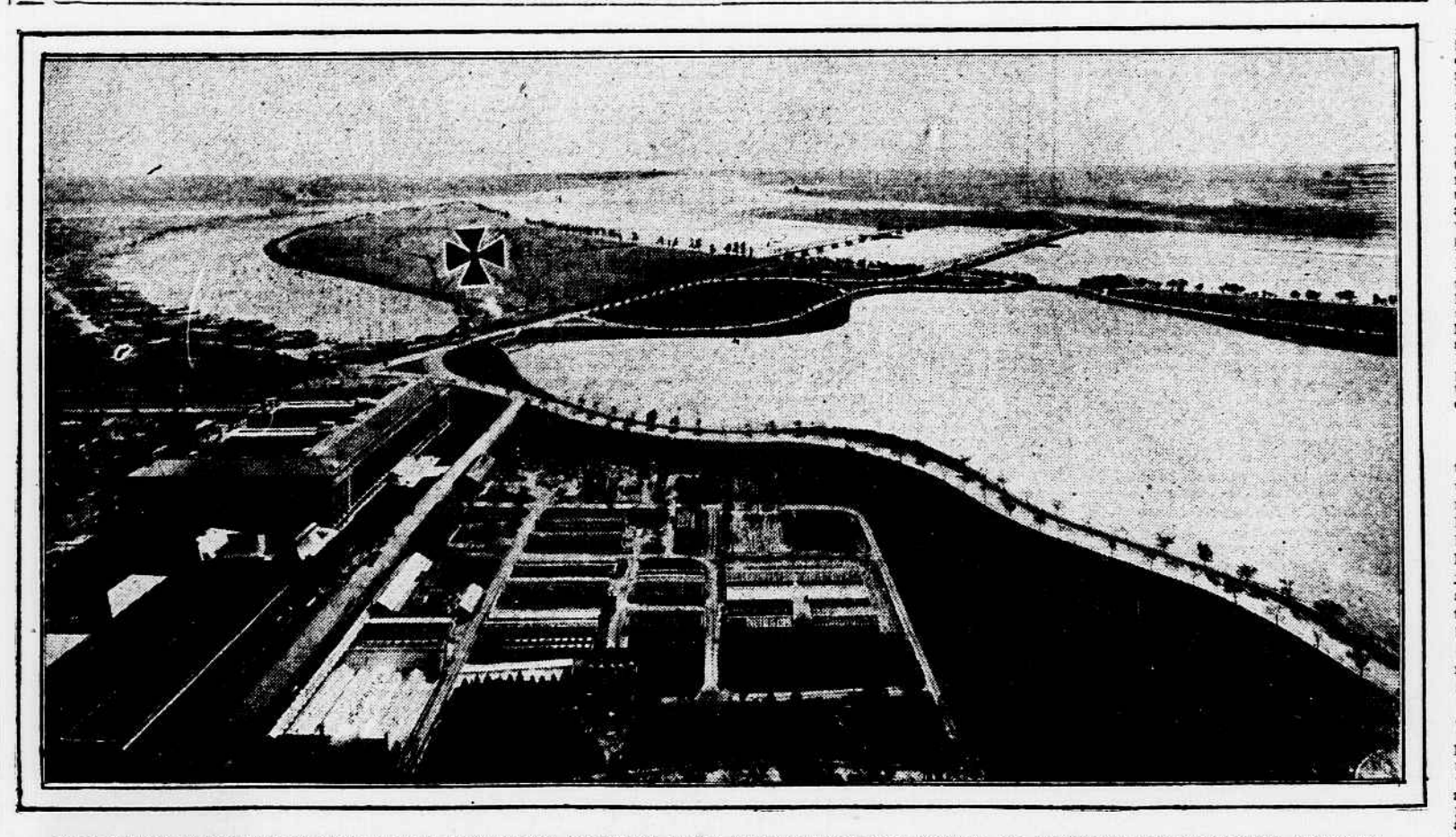


PHOTO TAKEN FROM THE TOP OF THE MONUMENT, SHOWING AREA (MARKED WITH A CROSS) OF PROPOSED RECREATION GROUNDS.

Harts has a special interest in the golf course, due to his personal love for the game, and to the fact that he has no less attractive, while the picture he draws of the stadium is particularly alluring.

Under present plans this stadium will be of sufficient size to fill any demand which may be placed upon it, not under present conditions so much as under the conditions which its existence should arouse, according to Col. Harts. It will have a permanent seating capacity of about 4,000, these seats to be placed in the relative position of what would form the grandstand. At either side will be sufficient space to allow for making temporary seats to a sufficient number to seat any gathering.

It is my belief and hope that such a stadium would mean much to Washington," said Col. Harts. "It would come into immediate use for a vast number of games and should prove an incentive to the formation of many teams and clubs. All the intercollegiate games could be held there, high school drills, track meets and all the other school exhibitions now held elsewhere. But that would not be all. I firmly believe that with a suitable place within easy distance teams would be formed among the department clerks and others here, with the result that the field of sport in Washington would be greatly broadened. There is nothing to hinder such a condition of affairs. Many men now in the government departments are men with college degrees and college athletic records. And outside the departments the same thing holds true. The ground upon which it is planned to build these various amusement fields comprises 327 acres, or an area larger than that devoted to similar purposes in any other capital of the world, or elsewhere in this country. The general idea of municipal recreation grounds, however, has been tried in numerous cities in the United States with remarkable success. Boston, De Moines, Chicago and New York have municipal golf links comprising one or more courses, while other fields, such as tennis courts and base ball diamonds, have been fully maintained and each day in the summer furnish healthful exercise and outdoor air to hundreds of people, young and old. But while the success of such a mammoth affair as the one which these recreation grounds have achieved has helped to make more pretentious plans appear feasible, the grounds being planned by the office of public buildings and grounds are in no way patterned after them.

The idea itself as applied to Washington is not new, inasmuch as numerous amusement spots dot the city under the management of Col. Harts' office. Twenty-three tennis courts, an equal number of base ball diamonds, one polo field, one cricket field, a practice golf course, riding jumps, bridle paths throughout the Mall and park swimming and boating in the tidal basin come under the jurisdiction of his office. In the matter of the management of such a mammoth affair as the one which these recreation grounds have achieved has helped to make more pretentious plans appear feasible, the grounds being planned by the office of public buildings and grounds are in no way patterned after them.

And so the cost must be paid, and that one thing is certain, however, and that is that we will be paid as rapidly as money is appropriated from Congress. That we will get the funds when we hope, next summer, will see the opening of at least a few of the fields and the planting of the trees, each planned for ultimate fulfillment."

**Washington Window Gardens.**

THE window box and the porch box garden have gained in popularity in Washington so that flowers blossom in many places where they never bloomed before. Each season sees an increase in the number of these patches of brightness and the number will continue to increase annually as appreciation of the little garden spaces grows. Along the residence streets one sees window gardens radiant with the colors of those persistent bloomers, Chinese pinks, and with dianthus, that brilliant old garden pink which is often known under the name of Scotch pink, or garden pink.

As in the borders, the circles and flower beds in the back garden, the nasturtium is a favorite in the window box garden, where its graceful habit of growth and brilliant-colored flowers are very effective. It often grows better and shows to greater advantage in the box garden than in the larger garden.

The brilliant-hued, broad, trumpet-like blossoms of the petunias are growing in thousands of the window gardens and giving great pleasure to their owners and to all others who look upon them.

In hundreds of the box gardens lobelia grows, a slender stemmed, delicately graceful plant, bearing small blue flowers, which experts say is one of the most desirable plants for window boxes, because of its graceful growth and habit, and constant bloom. Then there is mignonette, which everybody knows and esteems as one of the most fragrant of our common flowers. Another of the window garden favorites is that ancient friend, sweet alyssum, a low-growing, spreading plant with small, white, very sweet-scented flowers which are produced in abundance and which some floral authors say is the best well called miniature candytuft.

In these little gardens one sees a good deal of ageratum, a compact, bushy plant, which produces a constant succession of white, light blue or purple flowers, and with ageratum is the charming little white, slender, graceful plant and a persistent bloomer bearing tassel-shaped, bright, orange-colored flowers.

Among the many other flowers blooming in the little window gardens of Washington are zinnias, snapdragons, poppies, helichrysum, or the "eternal flower"; pansies, asters, California poppies and calendula.

**He Dsterved It.**

ROBERT W. CHAMBERS, the novelist, at the Century Club in New York the other day told a story.

"I'm not going home to dinner to-night," Smith said. "I've quarreled with my wife."

"Quarreled with your wife, eh?" said I. "What about?"

"Why," Smith explained, "my wife and I are quarreling about a very sweet cake she has baked."

"And in the matter of expense, much the same thing holds true. What we plan for now cannot be computed into dollars and cents. Take, as a single example, the golf course. If it is necessary to make artificial knolls, it is to any considerable extent, the cost of making the course will be greatly increased. Yet at the present time, when we have gone no further in the actual work than to begin clearing the ground, to tell whether or no this will be necessary is out of the question.